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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

June 15, 1983

Dear Members,

I want to thank all of you for the mail I have received this month. It was a little slow, but picked up recently. Please try to sit down and write me with anything that would be of interest to the other members. We must have the input of the members to keep the publication going.

July is approaching and before we know it the Buick National will be upon us. I will be in Columbus and am looking forward to seeing all of you. Please try to make it if you can as it's the best meet of the year.

August is also going to be upon us so please get your entry blanks in for our first National meet at Indy. I don't know how the registrations are going, but a large group has told me they are coming. PLEASE SEND YOUR REGISTRATION FORMS IN NOW... We need some definite registrations in order to make the final preparations. There are a lot of things we must do far in advance to make the meet enjoyable to all attending. Feel free to post date your checks the first of August. The main thing we need is to know how many cars and people are attending.

As you noticed on the cover this month is the Final Art work for our Club Emblem. Thanks to Dug Waggoner #10 our Art Director. This is the actual Colors that will be used. Dug is now in the process of securing the manufacturer for the Decals and John Steed is having the Design put on the Dash Plaques for participants of our Meet at Indy in August.. All Cars entered at the meet will receive the Plaque. We are only making these plaques for the entries at the meet and they will not be available after the Show. We are also looking into getting the emblem put on the Awards for the Show Winners, but that is not final at this date.

Membership is reached the 300 mark for 1983 so were on solid ground for the next 12 months. I am still getting a few 82 members renewing, but it has slowed the last week or so. I am publishing a list of the New Members and the Renewals so you can Add them to the Roster you received last month. I wish the members had renewed sooner so I could have entered everyone at the same time. Maybe next year things will go a little smoother.

I have an Article for "Ladies Only" in the Newsletter. If the Wives (Or Girl Friends) would like to continue this in some form I would be more than happy to if they will just let me know what they would like. Since this sport is Family oriented I think it would be good to get the Ladies more involved..

See you at the Nationals in Columbus????

Dave



BUICK CLUB

3825 SOUTH SECOND STREET...SPRINGFIELD, ILLINOIS 62703

BUICK CLUB RULES & REGULATIONS 1983 EFFECTIVE 1-1-83

POLICYS

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of..

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must participate in some form during the course of your membership.

You must treat your fellow members as "Hobbiest" rather than use the Club For Profit.

CLUB POLICY....

All members are entitled to "Free" Advertising to fellow members with exception of "Commercial Vendors" who must pay Commercial Rates.

The Editor reserves the right to refuse Advertising to any Commercial Vendor that engages in Un-Ethical Practices or Advertises Goods that are not up to Claims.

B NON-MEMBER ADVERTISING

Non-Members will be allowed Advertising Free for the purposes of Selling Parts or Cars that are 37/38 Buicks.

C NEW POLICYS 1983

The Newsletter will be published Nine times per year instead of twelve. It will be Bi-Monthly thru the six months of summer

Volume #1 Issue #10 will be the final issue for 1982.

The above changes were voted on by the majority of the members to be effective February 1, 1983.

D DUES & POSTAGE RATES

Annual Dues, United States, Bulk Rate Postage.....\$20.00
Annual Dues, United States, First Class Postage...\$26.00
Annual Dues, Canada, First Class Only.....\$26.00
Annual Dues Foreign Countries, First Class Air....\$45.00

Fiscal Year of Club..February 1 thru End of January

All Memberships expire on January 30 each year.

Membership Fees will not be prorated at any time.....

E COMMERCIAL ADVERTISING RATES

Full Page..\$35.00 Half Page...\$20.00 Quarter Page....\$10.00 Business Card...\$7.50

SIDEMOUNT HARDWARE..REPRODUCTIONS

We reproduce Sidemount Hardware for most 37 to 40 Buicks. Send a S.A.S.E for complete details....

John W. Maier
Custom Carriage
125 N. Roby Drive
Anderson, IND 46012
317-642-3094

1937 BUICK HOOD ORNAMENTS.....

Now reproduced in Stainless Steel and Show Quality...Price \$225.00

Don Sommer
American Arrow Corporation
625 Redwood Drive
Troy, MI 48017
313-435-6115

1937 Parts N.O.S.

Distributor #663-Y, 40 Ser \$50
Dash Gas Gauge \$20
Flywheel Ring, 40 Ser \$50
1938 Ammeter \$20
Exhaust Pipe \$20 (40 ser.)
Rocker Arm Shaft Bushings \$20 set
William Hill
Woodbury Bldg.
Marshalltown, Iowa 50158
515-752-4010 Office
515-752-1359 Home

Cars & or Parts For Sale.....

Parting out 37 Model 41 Sedan, Many Good Parts Left..
Parting out '38 Model 41 Sedan, Dual Side-Mounts, missing radiator and trans., will sell complete or parts....
New Old Stock Head Gaskets, high and low compression 40 & 60 Series..\$20 ea.
37 Century Frame, Straight & No Cuts \$50
37 Century Hood, Good Cond. \$100
37 40-60 Nose Section, Sm Dent in Center \$25
37 Tail Lights, No Lens \$20 ea.
37 Hood Orn. Some Pits \$20
37 Radio Grill, Good Cond. \$10

NEXT COLUMN....

FROM LAST COLUMN....

37 Door Handles, slight pitting \$5 ea.
37 60 ser. running boards, fair \$20 ea.
37 Frt. Fender Braces \$10 ea.
37 Sedan Body Moldings \$10 per strip
37 Special Radiator, Good \$50
38 Standard Heater, Good \$50
1- Headlight Bucket & Chrome, good \$15
38-40/60 Rear Fenders, Good \$50 ea.
Tail Lights & Lens \$45 pr.
15" Century Wheels, Good \$40 ea.
"V" Center Bumper Guard (38), Good \$75
Hood Ornament, Slight Pitting \$10 (38)
Hood Ornament, Good \$25 (38)
Hub Caps, some dings, no splits \$25 ea.
Park Light Assemblies, Gd. Chrm. \$50 set
Clock, Good \$35
37/38 Inside Door Handles \$5 ea.

Lee Hopkins #13
Box 746
Ennis, MT 59729-0746

37 Rear Licience Lens \$15
37 Stop Lens \$15
37 Tail Light, less Lens \$50 pr.
37 Center Grill Stainless, 60 Ser \$80
37 Bumper Guards \$10 to \$25 ea.
37 Grills From \$50 to \$100 pr.
37 Hood Side Stainless Louvers \$20 to \$30 ea.
37/38 Hood Ornaments \$10 to \$25 ea.
37/38 Bezels, Reflectors & Cans \$80 pr.
Door Handles, In & Out \$4 to \$12 ea.
37 Center Grill Stainless \$75
38 16" Wheel, one only \$35
37/38 Clocks, non working \$10 to \$25
37/38 Radios, Non Working \$110
Trunk Hindges \$15 to \$30 pr.
38 Center Grill Stainless, 40 Ser \$75
38 Grills \$30 to \$60 pair
37/38 Headlight, Stainless \$20 ea.
37/38 Heat Gauges \$40
37/38 Dash Gauges \$10 ea.
Ventwindows \$15 to \$30 ea.
Marvel Carb #CD-1-B W/Choke \$90
37/38 Bumpers \$40 ea.

NEXT PAGE.....

DON GUST #43 ADVERTISEMENT



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PARTS FOR SALE

DON GUST #43 ADVERTISEMENT FROM LAST PAGE..

37/38 Sidemount Covers, from 60 to 200
Very Good Complete Sets..\$325.00
38 80 Series, Non Welled Fenders, Almost
N.O.S...\$70 ea.
37/38 Window Vent Regulators \$15 ea.
37/38 Fenders, Fronts & Rears, Non Welled,
Prices from \$40 to \$80 each.
37/38 Hood, Belt, Headlight Stainless
Moldings \$20 to \$35 ea.
37 Steering Wheel, Plastic all there, some
cracks...\$55
38 Steering Wheel, Plastic all there, some
cracks, Brown \$60
MANY, MANY more 37/38 Buick Parts.....
Am parting out 2-38 4-Doors and one 37/80

WILL DELIVER TO NATIONALS.....
Packaging, Insurance and Shipping Additional.

S.A.S.E. ONLY FOR REPLYs....

Don Gust #43
RR #1, Box 161
Beecher, Ill 60401
312-946-2856, EVENINGS ONLY

37 Trunk Lid, Ser. 41 \$50
37 Front Doors ser 41, \$75 set
37 Trunk Lid Hold Open Hingde \$5
37 Floor Board Trans Cover 40 ser \$5
37 Emer. Brake Hndle. \$5
38 R/S Engine Splash Pan 60 Ser \$15
38 Floor Board Trans Cover, 60 ser \$5
38 Licence Lens & Cover \$5
38 Rear View Mirror, Sedan \$5
38 R/Taillight, no lens, \$10
38 Horn Button & Mtg. Ring \$15
38 Trunk Spare Tire Mounting Bar \$5
38 Glove Box Door \$5
38 Cowl Vent \$5
38 Trunk Lid Emblem \$7.50
38 Emergency Brake Handle \$5
38 Rear Bumper Gravel Guard \$10
38, 40 Ser Running Board Molding, one \$20
38 Running Board Brackets 40/60 Ser \$25 set
38 Front Bumpers 40/60 Ser \$40
38 Rear Bumpers 40/60 ser. \$40
38 Brake & Clutch Pedals \$25
38 Rear Bumper Brackets \$20 set

NEXT COLUMN....

FROM LAST COLUMN....

38 Dome Light with lens \$10
38 Dome Lens only \$5
38 Hood Hold Open Brkts. \$5 set
38 Dash Ash Trays \$10 set
38 Hood Side Panels, less louvers \$30 set
For Limited....
38 Century Hood Sides \$45 set
38 Nose Section, 60 Ser \$45

ALL PRICES PLUS SHIPPING...

David A. Bylsma
1724 Green Meadow Ct.
Severn, MD 21144
301-551-3189 Evenings
NO COLLECT CALLS

1937 Hub Caps, Good Condition \$25 ea.
37 Marvel Carb & Choke \$75
Delco N.O.S. Voltage Regulator #1118213
Still in un-opened Box \$75.00
Sidemount Lock Nuts, New \$3.50 ea.
N.O.R.S. Flying Lady Hood Ornament \$35
Perfect Condition, made in the After-
market for 1937 Buicks.. Chrome Perfect
37-80 Series Nose Skeleton \$75
37-40 Series Nose Skeleton \$50
37-41 Doors for parts
38-41 Doors for Parts
1- N.O.S. Headlight Can, 37 \$30
37 Dash Gauges \$10 ea. (no heat gauges)
37 Speedometers \$25 Excellent Cond
38 N.O.S. Throw Out Bearing \$20
37 ser 81 Front Fenders, Good \$75 ea.
Non Welled....
1-16" Roadmaster Wheel, Cleaned & Painted
Excellent Condition \$35
37/38 Brown Front Floor Mats New Reprod-
uction, Very Few Left \$150 each plus \$6
Shipping. These will not be made again....
Fits 40/60 Series

Thousands of 37/38 Buick Parts, Call any
time 217-529-5290

Dave Lewis Restorations
3825 South Second Street
Springfield, Illinois 62703

PARTS WANTED

WANTED...1937 or 1938 BUICK COUPE

NEW MEMBER..

Leonardo Velarde Jr #402
2231 Lynbrook Drive
Pittsburg, CA 94565

CAR WANTED...1938 66S COUPE

Car Must be an original Car in very fine condition....Low Milage and Mint Original are a must. Might Settle for a Century two door or four door if its a mint, low milage original.....

CHARLES E. CARRANZA #392
741 Wagonwheel Cir.
Brea, CA 92621

1937 MODEL 41, Four Door Sedan.....

NEED A GAS TANK IN GOOD CONDITION,
nothing that is rusted....

16" WHEEL IN GOOD CONDITION

Bob Kraskey #349
9 Bardwell Lane
Huntington, N.Y. 11743
516-421-0803

1938 BUICK BUSINESS OR OPERA COUPE...
I would be interested in buying either model of the 1938 Buick Coupe. All letters answered.....

Dick Green #398
E. 809 Third
Route 2, Box P
Odessa, WA 99159

CAR WANTED.....1937 Model 64 and would consider Good Model 44 Body, complete, Doors, Seats, Ect...

SEE PHOTO NEXT COLUMN....

FROM LAST COLUMN....LEE HOPKINS AD...

1937 BUICK SERIES 64 WANTED



ALSO NEED A RADIATOR FOR 1937 CENTURY

Lee Hopkins #13
Box 746
Ennis, MT 59729-0746

WANTED FOR 1938 BUICK 40 SERIES

Speedometer Gears #1304218 or #1304219
AAV-1 Stromberg Carburetor

Paul Cusano #52
266 Passaic Ave.
Hasbrouck Heights, N.J. 07604
201-288-1519

1938 SERIES 40 WANTED..

2-Parking Lights or Chrome
2-Hub Caps
1- "BUICK 8" Center Frt Bumper Emblem
1- Air Cleaner Bracket for H.D. Cleaner
1- N.O.S. Gear Box or Gears (ALL)

I am not bargain hunting..Want Good Parts..
Honest Description Please..All Letters will
be answered promptly..S.A.S.E. NOT NECESSARY
PLEASE STATE PRICES..

J.A. Haggland #299
P.O. BOX 118
Maitland 7405
Cape R.S. AFRICA

TOO LATE TO CLASSIFY

PARTS WANTED... 1938 60 Series

Pressure Plate & Motor Mounts

Al McMichael #319
424 Temple Ct
Woodbury Hts., N.J. 08097

PARTS FOR SALE...

Radio for 1937. Centerline, Nice
Price \$125.00

Al McMichael #319
424 Temple Ct.
Woodbury Hts., N.J. 08097
609-845-1631 Evenings

1938 BUICK PARTS WANTED....

N.O.S. Ring & Pinion for 60 Series.
Part # 1394388

Paul Cusano #52
266 Passaic Ave
Hasbrouck Heights, N.J. 07604

1937 Series 81..... PARTS WANTED

Roadmaster Hood Emblems, Prefer to buy the
Complete Louvers with Emblems.

Complete Jack

Sidemount Fenders & Covers & All Brackets

NOS Running Board Moldings.

Dynok Decals For Dash or Information on
getting them Re-produced...

Any N.O.S. Front End Parts...

1937 Century Two Door Ser 68...

Two Rust Free Doors (Two Door Sedan)

Possibly Coupe Doors would work by Changing
the upper half of Door. Let me know if you
have good Coupe Doors & your Measurements. I
can change the top half of the doors.

Hood Ornament, Nice Only to re-chrome...

Parking Lights, Nice Only, Prefer NOS

Trunk Handle, Nice to Re-chrome

DAVE LEWIS RESTORATIONS

3825 So Second St

Springfield, Ill 62703

217-529-5290 Anytime...

1937 and 1938..LARGE SERIES ... Center Manifo
Section, New Reproduction, \$160.00 ea.

1937 and 1938..Hood Center Strip..This piece
holds the two halves of the Hood together.
State year and model for correct lingshts.

1938 ALL SERIES, 1937 SOME...Bumper Bolts,
New Reproduction in 100% Stainless Steel.
Correct Shape to rest in Bumper..\$7.50 ea.

ALL PARTS 100% GUARANTEED, SHIPPED VIA
PARCEL POST.

E.A. DePOULI #310
119 Hardenburgh Ave.
Demarest, N.J. 07627

**FOR
SALE**

1938 Series 80...

Four 16" Wheels in Good Condition

I would like to know the location of
any 1938 Buick 80 or 90 series Cars being
parted out. I need Body Parts Bad.....

Joe Giordano #333
131 N. Stewart Rd.
Liberty, MO 64068
816-781-5570

WANTED

CARS WANTED...

New Restoration Shop need Parts Cars. I Will
Pay Top Prices for Complete 37 or 38 Buicks
Any Series. No Show Cars and No Cars that ar
picked over.

Need a 37 Large Series With Divider Window
to Change an 81 Series over. Will buy a car
to get parts. Reward for information leading
to the purchase of this car. Prefer an un-
restored, untampered with, original Car. Wil
pay Top Price for any 37 or 38 Large Series
with Divider Window in The Midwest....

Dave Lewis Restorations
3825 South Second Street
Springfield, Ill 62703
217-529-5290 Days or Evening



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

CARS FOR SALE

1937 BUICK MODEL 47... 56,000 Actual Miles with it's Original Taupe Mohair Interior. New Items; Lynn Steel Rubber, Glass, Wiring Harness, Denmans, Deep Maroon Repaint & New Chrome. B.C.A. National Winner. Super Reliable and always driven to meets. Price is \$9,100.00 or best offer. Includes Extra Engine, many spare parts, Literature and Car Cover.



CONTACT....Ken Liska, (OHIO) 216-331-5393 After 6:00 P.M. EST.....

1938 BUICK SERIES 41...FOR SALE

Special Series 41 4-Door Touring Sedan. Complete Car with Radio, Heater, Etc., Car Sand Blasted and in Primer, Runs Good...\$2,800.00

DON GUST #43
Rt 1, Box 161
Beecher, Ill 60401
312-946-2856 Evenings





A MEMBER SUPPORTED
NATIONAL BUICK CLUB

CARS FOR SALE

1937 BUICK CONVERTABLE...

Four Door Sedan Series 40. Black Exterior, Dark Red Interior. Car has 95,000 miles. Trophy Winner at National Spring Meet. Original California Car, Strong Runner, Garage Kept. Price \$21,500.00

Roy Niel #141
521 Wilder Drive
Virginia Beach, VA 23451
804-425-6381



1937 BUICK SPECIAL SERIES 41...

Black Exterior, Interior needs redone, but not bad...Body is Rust Free and Straight. Has Centerline Radio, Heater, Sidemounts and Excellent Blackwall Tires (660X16) Make Offer...Price Range \$5,000.00 or best Offer Above \$4,000.00

BILL BLUMER
1702 BROADWAY
BURLINGAME, CA 94010
415-579-1702

This Ad Submitted by Jerry Kingen #139
Thanks Jerry...

1937 BUICK SPECIAL TOURING SEDAN.....

Complete Body Off Paint Job 9/82..Original Red
Engine Redone with all New Parts
All New Glass
All New Wiring
All Chrome Redone
New Headliner
New Floor & Carpet
W.W. Tires-Excellent Shape
New Brakes, Wheel Cylinders & Master Cylinder

INTERIOR IS FAIR TO GOOD ORIGINAL CAR IS FAIRLY PRICED AT \$7,000.00 or Best Offer

Rob Jacobs
969 West 69th Place
Merrillville, IND 46410
219-769-6527 Home
219-883-9623 Work



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

CARS FOR SALE

TWO.....1937 BUICK SERIES 81 FOUR DOOR SEDANS...And PARTS....

#1...BODY GOOD, Original Car Never any alterations, Runs Good and Drives nice. Car has 51,000 original miles, but of course needs the normal work for a 45 year old car. Mechanics are goog to fair.. Interior Fair.

#2...Body Good, very little Rust. Small Dents, No Glass, Interior Poor....Condition of engine un-known, but should run. Car is 98% complete and restorable.

#3...Welled Fenders for 37/81 Series. Have Both Fenders, Surface Rust, no Rust Out. Some of the Mounting Hardware is missing...Overall Good Condition.

ASKING \$5,900.00 for Cars and Fenders or would trade for Good Original, Restorable 1937 Century of any Model. Will sell Cars Seperatly, but Not Fenders.

Reno B. Donofrio #395
210 Foster Park
Foster Park Rd
Lorain, OH 44053
216-233-8770

CARS FOR SALE ..SUBMITTED BY AL McMICHAEL #319

Mike Carmody has a 1938 4-door Fastback asking \$900.00 Condition unknown...Contact Owner
6400 Myers Lk. Rd.
Rockford, MI 49341
616-874-7164

Pete & Stans Used Cars has a 1938 Model 41 Asking \$5,500. Its either a nice original or an Older restoration. Speedometer shows 35,000. Contact;

Pete & Stans
Broadway & Cumberland
Glouccster, N.J. 08030
609-456-1966 Business
609-662-0735 Owners Home



A Hyatt conical roller bearing has been approved for service replacements of the New Departure differential side bearings. Increased bearing life can be expected from this new bearing. The following tabulation indicates the part number for the new Hyatt bearing and the models on which it may be used as well as the bearing number it replaces.

MODELS	HYATT BEARING	REPLACES BEARING
1937 Series 40 & 60	149556	902113-OCC
1936 Series 40	149556	902113
1934 & 1935 Series 40 & 50	149556	902100
1932 & 1933 Series 50	149556	902100
1931 Series 8-50	149556	902100

MODELS	HYATT BEARING	REPLACES BEARING
1937 Series 80 & 90	149523	902110
1936 Series 60, 80 & 90	149523	902110
1931-2-3-4-5 Series 60	149523	902110
1930 Series 40	149523	902110
1929 Series 116	149523	902110
1927 & 1928 Series 115	149523	902110
1925 Series 40	149523	902110
1925 & 1926 Std. Six	149523	902110
1923 & 1924 Series 40	149523	902110

The above Hyatt Bearings are available through the Parts Department.

A moulded brake lining has been approved for production in place of Ferodo BZ-10 (woven) for use on the secondary brake shoes and may be used for service installations as indicated in the following tabulation.

The new lining will afford increased drum and lining life.

Secondary Lining Replacements:

<u>Year and Model</u>	<u>Lining Sets - Secondary Shoes</u>
1936 & 1937 Series 40	Group 5.453, Part 1394378
1936 & 1937 Series 60 & 80	Group 5.453, Part 1394379
1936 & 1937 Series 90	Group 5.453, Part 1394380

The above lining is recommended for use on Secondary shoes where operating conditions tend to develop excessive lining wear.

The Ferodo BZ-10 lining sets, also lined shoe assemblies, are still available.

DIFFERENTIAL
BEARINGS (HY
1937 AND PAS
MODELS

BRAKE LINING
ON SECONDAR
SHOES - 1936
AND 1937 ALL
SERIES

Support Our ADVERTISERS

BILL HIRSCH CO. 1937-1938 Parts. . .

- **Engine Paint** We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks.....\$13.50 Qt.
- **Hub Caps** We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available.....\$60.00 Ea.
- **Paints** High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available.\$37 to \$44 Gal.
- **Trim Rings** We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed.....\$35.00 Ea.
- **Gas Tank Sealer** This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining.....\$11.00 Qt.
- **Leathers** We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



You Can Charge It. . . .

MEMBER #126



PHONE 201-642-2404

396 Littleton Ave Newark N.J. 07103.

1983

MEMBERSHIP

APPLICATION

1983

NAME _____
 ADDRESS _____
 CITY _____
 STATE _____ ZIP CODE _____
 HOME PHONE (A/C) _____
 OFFICE PHONE (A/C) _____
 RENEWAL _____ CLUB NUMBER _____
 NEW MEMBERSHIP _____

EXACT MODEL BUICK _____ BE SPECIFIC..
 YEAR BUICK _____
 COLOR _____
 CONDITION RATING _____ SCALE FROM ONE TO TEN, TEN IS LIKE NEW AND ONE IS A PARTS CAR.
 HOW LONG HAVE YOU OWNED YOUR BUICK _____
 DUES FOR 1983.....

BULK RATE POSTAGE.....\$20.00 per year
 FIRST CLASS POSTAGE....\$26.00 per year
 CANADA, FIRST CLASS....\$26.00 per year
 FOREIGN COUNTRIES,
 FIRST CLASS AIR ONLY...\$45.00 per year



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62783

HYPOID LUBRICANT- EFFECT ON COPPER THRUST WASHERS

For your information, Hypoid lubricant has a blackening (corrosive) effect upon the copper thrust washers in the differential.

This is a natural condition caused by all Hypoid lubricants containing sulphur and the blackening is not corrosion to the extent that the parts are damaged.

Therefore, blackened thrust washers should be reinstalled unless otherwise damaged (scored), as this condition will not affect proper operation.

A new universal line of spark plugs known as the Blue-Top line are being marketed by the AC Spark Plug Division. These new plugs have been found to give satisfactory performance and service, and may be used to replace the AC plugs formerly used in Buick engines. The new plugs can be readily identified by a blue band around the neck of the porcelain.

SPARK P
AC BLUE

These plugs are interchangeable with our J-12 & H-9 as shown in tabulation below and orders will be filled by GMPD warehouses with either type in accordance with stock on hand.

The following tabulation designates the style of the new type plug and the models for which it may be used, as well as the plug it replaces.

Model	Compres- sion	Blue-Top		Replaces	
		Type	Part No.	Type	Part No.
1931, 1932, 1933, all Series	Low	"87"	1557736	J-12	1555338
1934, 1935, Series 50-60-90*					
1931, 1932, 1933, all Series*	High	"86"	1557737	H-9	1555337
1934, 1935, Series 50-60-90					
1934, 1935, Series 40					
1936, 1937, all Series					

(*) Optional compression, derived by the following means:

High Compression Optional

1931 - by changing the cylinder head.

1932-1933 - by changing from a thick cylinder head gasket to a thin cylinder head gasket.

Low Compression Optional

1934-1935, Series 50-60-90 - by changing from a thin cylinder head gasket to a thick head gasket.

TECHNICAL RESEARCH;

PAUL BRENNAN #71
2343 Werner
Marquette, MI 49855
906-226-8617
TECHNICAL DIRECTOR

Support Our ADVERTISERS

VENT WINDOW WEATHERSTRIP

C-38A	1936 1937	Styles 4467, 4667, 4829 Style 4829	\$ 53.00
C-38H	1936 1937	Styles 4419, 4619, 4819, 4919, 4923, 4933 Ser. 80 & 90 except convertible	\$ 53.00
C-38E	1937-38	Series 40 & 50 except convertible	\$ 48.00
C-38G	1937-38	Series 40 & 60 convertibles	\$ 53.00
C-38C	1938-40	Series 80 & 90 convertibles	\$ 58.00

1933-60 W'strip, vent window division bar, front or rear door & divided quarter window. Rubber only. Cement to orig. metal channel. Approx. 30" strip, enough for 2 vents.
C-40 \$ 6.50/ea.



C-40

1933-56 Channel, rigid run, window division bar, stainless beaded edge, mohair-lined, exact replacement for rear side of division bar. Fastens in place by small screws or rivets, top & bottom. Simply cut to exact length req'd. & drill 2 small holes. Approx. 15" long, many models as req'd.
C-347 \$ 20.00/pr.



C-347

1933-56 Window run channel, chrome beaded edge, cloth covered, mohair lined flexible metal channel for sides & top of door windows. Perfect dimensions, 5/8" wide x 9/16" overall height, exact replacement. Most closed models. Specify which length desired.



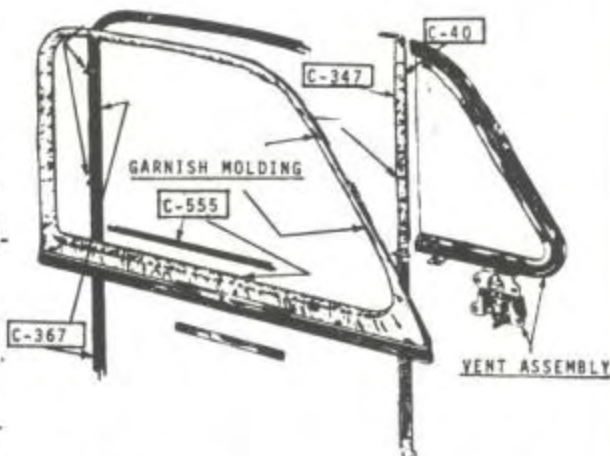
C-367

5' strip - \$ 14.50/ea.
6' strip - \$ 16.50/ea.



C-555

1937-57 Weatherstrip, door window inner & outer, front & rear doors. 7/16" wide x 36", with chrome bead, mohair faced, flexible. Trim length where necessary. Two 3" strips. Most models.
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BUICK MOTOR DIVISION GENERAL MOTORS CORPORATION FLINT, MICH.		MODEL SERIES
1941 MOD.	41	BODY TYPE
STYLE NO	41-44-09	BODY TYPE
BODY NO	5524	MODEL YEAR
TRIM NO	906	FACTORY ID.
PAINT NO	563	TRIM DESIGN
TOP ACC.		COLOR COMB
BODY BY FISHER		

"It's Buick again!"
YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR

TURN SIGNALS FOR YOUR BUICK...PAT MOORMAN # 156..

SEE DRAWINGS NEXT PAGE....

1938 BUICK TURN SIGNAL INSTALLATION:

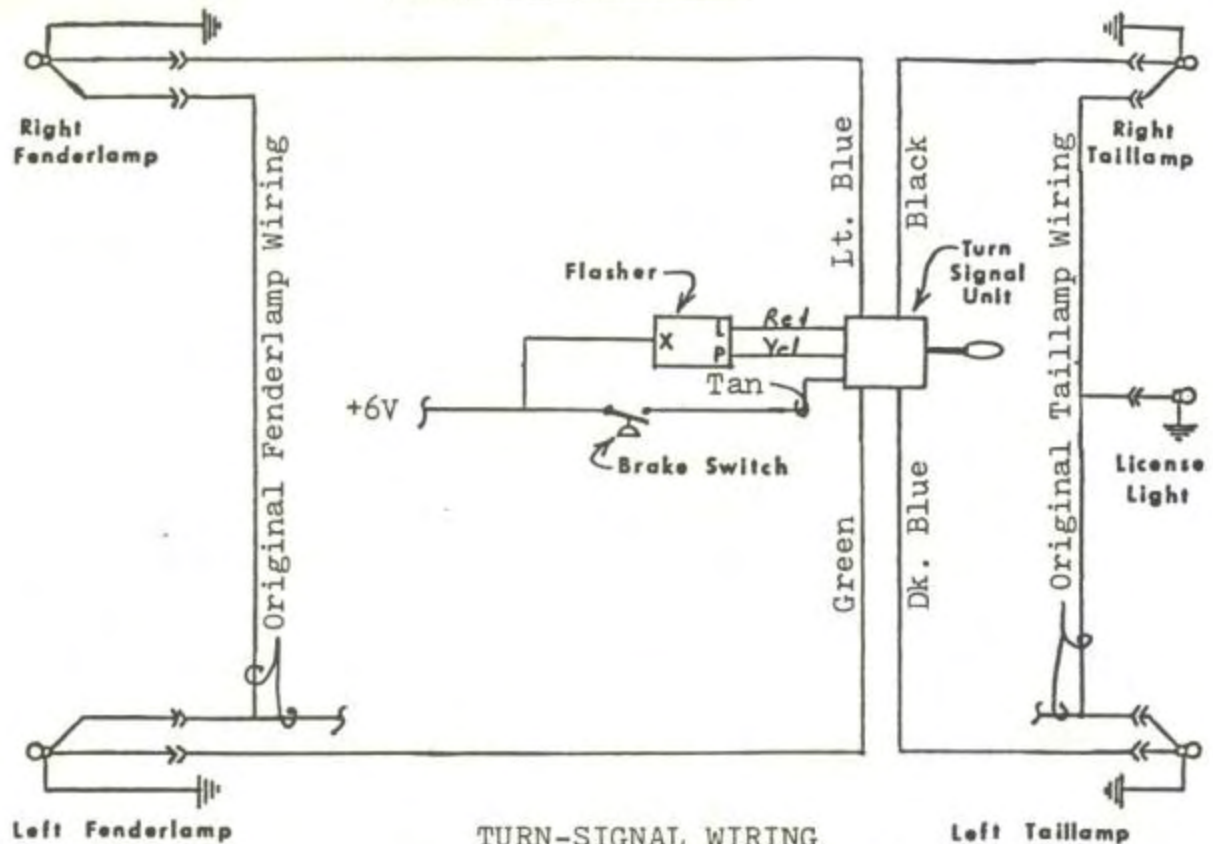
Now that I look back, installing turn signals on my 1938 Special was a simple task, but I did have some difficult moments.

I was able to utilize the stock tail lamp assemblies by modifying the brake light wiring as shown on the wiring diagram. The original single-filament lamp sockets in the front fender lights were replaced with dual-filament sockets. I used NAPA/ECHLIN #LS6232 sockets which fit nicely behind the original glass lenses. I've also seen several other brands of sockets which I think could be used. A homemade gasket was installed between the lens and socket to avoid vibration and to help keep moisture out. The spring which held the original socket in position was discarded. The prong-like clips on the new socket held it sufficiently in place, but a separate "ground" wire had to be added since the original spring was no longer available as a ground path.

The "Boxton" brand turn-signal kit, which I had purchased, caused a bit more trouble. The unit wouldn't function when wired according to the installation instructions. Trial and error finally resulted in the unit being wired as shown in the attached diagram. Another problem occurred when the flasher module furnished with the kit wouldn't function correctly. A replacement flasher from the local auto parts store solved the problem. I now have a very satisfactory turn-signal system, with no obvious external deviations from stock. The front fender lights still function as before.

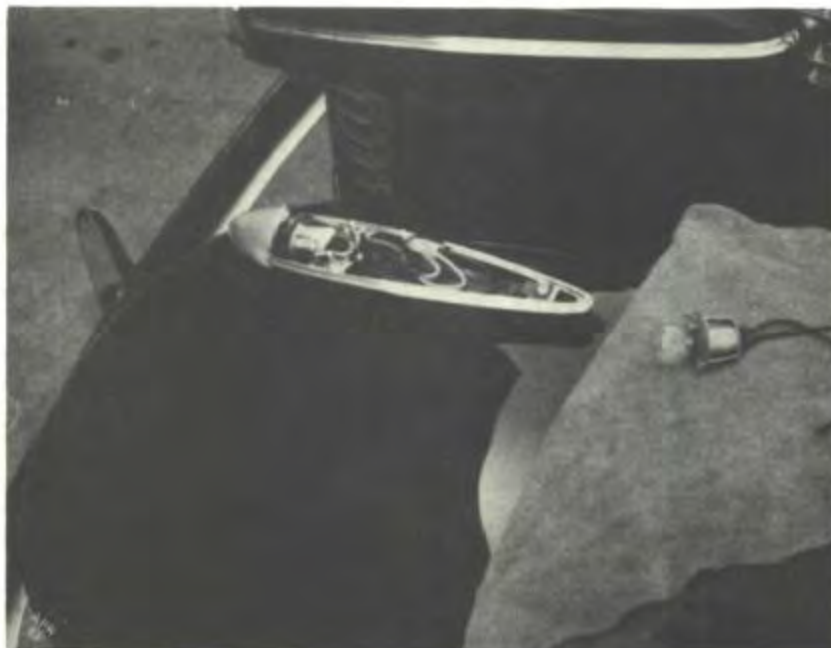
Pat Moorman #156

TECHNICAL TIPS



TURN-SIGNAL WIRING
1938 BUICK SPECIAL

TECHNICAL INFORMATION SUBMITTED BY PAT MOORMAN # 156



1937 BUICK 1937

Cylinder Heads: Series 40 1937 cylinder heads are interchangeable with 1936 series 40, except that using streamlined intake valves will slightly decrease compression of 1936 engines. Series 60-80-90 cylinder head assemblies may be used on 1936 engines. This change will increase compression ratio from 5.45 : 1 to 5.75 : 1.

Push Rods: Series 40 push rods are somewhat longer on 1937 series, due to an increase in the stroke of motor, therefore are not interchangeable with previous models.

Series 60-80-90 push rods are inter-changeable with previous models.

Rocker Arm Shaft Bracket: Rocker arm brackets used on 1937 engines are of aluminum alloy. Brackets expand with increase in temperature and greatly reduce valve clearance variation due to changes in engine temperature. If necessary to remove brackets from shaft, they should be heated up slightly and pulled or twisted off shaft. Do not hammer or pry on brackets.

Oversize Cylinder Bores: Production engines with .010" oversize cylinder bores, can be identified by a dash (—) following the engine number.

Compression Pressure: Series 40 1937, compression pressure should be from 97 to 103 lbs. at starting motor cranking speed, all spark plugs removed. Series 60, 80 and 90, compression pressure should be from 100 to 106 lbs.

Connecting Rods: Series 60-80-90 connecting rods are inter-changeable with previous models. Series 40 rods are not inter-changeable due to change in length.

Flywheel Starter Ring Gear: To remove, drill a 5/16" hole through side of gear and split with chisel. Heating the ring gear in excess of 800 degrees F. will destroy effect of original heat-treating. Exces-

sive heating may be avoided by polishing several spots on gear with emery cloth or sandpaper. Heat until spots begin to turn blue then install.

Flywheel Housing Alignment: Misalignment between flywheel housing and crankshaft may cause transmission noise or slipping out of high gear. To check alignment, remove transmission and clutch. Remove two opposite nuts from flywheel bolts, and install dial indicator for checking pilot opening. If concentric run-out is more than .005" correct as follows: (1) Remove flywheel and flywheel housing. (2) With a 1/2" drill enlarge two top bolt holes in flywheel housing. (3) Enlarge two lower flywheel housing bolt holes in engine base at each side to 1/2". (4) Remove the two centering dowels, and bolt housing in place. Do not tighten bolts. (5) Re-install indicator and adjust housing by tapping until concentric reading is obtained within .002". (6) Pull flywheel housing bolts up tight and re-check. If within .002" ream dowel holes to 17/32" and install oversize dowel. (7) Check rear face of flywheel housing with indicator on a radius of 2 1/4". If reading is over .005", correct with paper shims shellacked to housing.

Motor Mountings: Correct centering of rear motor mountings is essential on all models, as they locate the universal ball joint at center of car. Alignment may be checked by rolling car on the floor. With front wheels straight ahead, rear wheels should overlap front wheel tracks an equal distance on each side, as rear tread is wider than front. Adjustment is obtained by means of shims at rear engine mountings and transmission steady rest.

Oil Pressure Release Valve: Series 40 relief valve assembly is not inter-changeable with that of 60, 80 and 90 motor.

1937 BUICK 1937

Fuel Tank Removal; Series 40, 60: Raise rear end of car high enough to permit revolving tank around so that filler neck can be angled out through frame.

Tie Rods: Assemble on car with lubrication fittings at tie rod ends toward rear of car. This is to prevent interference with stabilizer bracket on extreme turns.

Steering Connecting Rod: There is one spring in ball joint connection at intermediate steering arm end. Adjust plug by pulling up solid and backing off $1/4$ to $1/2$ turn. Pitman arm end of connecting rod has spring at each side of ball. Adjust by drawing up solid and backing off $1/4$ to $1/2$ turns.

Universal Joint Housing Drive

Ball: If oil leaks develop at rear of ball joint, disconnect rear axle housing and remove shims located between flanges of inner and outer retainer. When adjusted properly, ball is a snug fit between retainers when bolted up tight. Make adjustment with cork seal removed. Joint should be fitted so that it can be moved by hand, not using a bar in end of joint.

Rear Axle Oil Seals: Two leather oil seals used on all series. Outer seals on 40 and 60 series are pressed in housing and held in place by spacer and flange of brake backing plate.

Series 80 and 90 oil seals are assembled in retainer bolted to brake backing plate, and should not be bolted tight until axle is in place. This is to allow retainer to center itself, and prevent oil leak.

Shackles, All Series: To assemble shackle, place the large lockwasher under the head of bolt and screw bolt into the shackle link that has notches on side. Screw bolt into bushing so that space between shackle and bushing is $1/8$ ", plus or minus $1/32$ ". Screw bolt on through bushing and assemble plain shackle so that it is also spaced

$1/8$ ", plus or minus $1/32$ " from bushing. It is important that bolt be pulled tight, and lockwasher is entirely compressed.

Front Spring Removal and Installation Series 40 and 60: (1) Remove wheel and disconnect tie rod ball stud. (2) Remove complete brake assembly at backing plate and hub and drum assembly. (3) Wire assembly to frame to prevent damage to hydraulic brake hose. (4) Remove shock absorber bolts so that upper support arm may be cleared at frame end. This prevents loss of caster adjustment. (6) Remove spring.

Lower end of spring may be entered into cup on lower control arm by raising arm upward to spring. Raise lower arm with jack to normal wheel height. Lower frame until shock absorber holes are lined, insert and tighten bolts.

Front Spring Removal and Installation; Series 80 and 90: (1) Remove wheel. (2) Disconnect tie rod ball stud. (3) Loosen either caster adjuster cap screw one-half turn. Other cap screw must be left locked tight so caster will not be affected. (4) Remove upper and lower caster adjuster bolt nut. (5) Remove brake assembly complete with steering knuckle, drum and hub assembly; wire up to frame to protect brake hose. (6) Remove spring.

To install spring, first make certain of correct load capacity of new spring. Insert spring and raise lower control arm to normal height with jack. Lower frame until shock absorber arm aligns with knuckle support and insert upper knuckle support pin. Notch in pin must line up accurately with clamping bolt hole in upper support arm. Securely tighten clamp bolt and assemble brakes, hubs, wheels, etc.

Spring Identification: The coil springs are supplied in various load capacities for different models. Correct spring may be identified by number stamped on flat of first coil.

1937 BUICK 1937

To Install Water Pump Packing Assembly: (1) Clean packing chamber where outer packing contacts housing. (2) Lubricate four packing rings, duple rubber spacer and packing springs, with chassis lubricant. (3) Install two chevron packing rings against rear bushing. Slide rings through front bushing endwise, one at a time and turn into position after passing bushing. Chevrons should point toward rear bushing. (4) Install rubber spacer, and front packing rings same as rear except with chevrons pointing to front. (5) Insert steel spring-seat and spring. (6) Install front pump bushing flush with front of pump housing. (7) Remove burrs from pump shaft. Insert shaft through packings and spring. Before entering front bushing turn front end up and fill with chassis lubricant. (8) Press fan hub into place leaving .004" to .006" end play. Fill reservoir with 10 W oil and install.

Fan Belt Adjustment: Correct when belt can be deflected approximately $\frac{1}{2}$ " with light pressure midway between generator and fan pulley.

Cooling System Thermostat: At temperature of 148° to 153°, thermostatic valve should begin to open and be in fully opened position at a temperature not to exceed 175°.

Fuel Pump Pressure: Series 40, pressure taken at carburetor with cold engine, 2½ to 3½ lbs. Series 60, 80 and 90, 3 to 4½ lbs.

Air Cleaner: Clean element every 2000 miles under normal dust condition. Wash copper gauze in kerosene, dry and dip in clean motor oil. Caution--Keep felt pad at top of cleaner free of oil.

Heavy Duty Air Cleaner (Oil Bath Type): Service every 5000 miles, under normal conditions and 2500 miles or oftener as required, when operated under dusty conditions. Remove cleaner unit and oil reser-

voir. Wash dirt from cleaner unit by dipping in clean kerosene. Clean dirt from oil reservoir and refill to indicated level with S.A.E. 50 motor oil (winter S.A.E. 40). Caution--Do not oil cleaner unit as it is oiled in operation.

Manifold Heat Control: Setting of thermostat spring is approximately one-quarter turn at normal room temperature. When engine is cold, valve is held in closed position by thermostat spring. Closed position is indicated by lever standing in approximately vertical position. If a rattle is encountered in heat control upon opening throttle when engine is cold, tighten anti-rattle spring slightly by bending down clip.

Exhaust and Intake Manifold: When replacing manifold gaskets, side of gasket next to manifold should be coated with a graphite lubricant to allow normal expansion and prevent distortion. On 60-80-90 series, if found necessary to replace any of the exhaust manifold sections, slip joint on old sections may be found slightly out-of-round, and will not fit new section properly. In order to obtain a proper fit, valve-grinding compound may be used to lap the two joints until a good sliding fit is obtained. Do not file or grind joints as exhaust leaks may result.

After fitting joints, lubricate well with graphite grease. No gasket is used between heat valve body and manifold. Coat with graphite grease. A ring is provided for aligning exhaust and heat control section. See that ring is properly positioned when installing.

To Assemble Exhaust and Intake Manifolds: (1) Assemble exhaust manifold, heat control section and intake manifold to engine. Do not draw bolts up tight. (2) Tighten bolts holding manifolds to head. (3) Tighten bolts holding heat control to exhaust manifold. (4) Tighten bolts holding intake manifold to heat control section.

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HOSPITALITY ROOM: 2:00 PM-4:00 PM, 6:00 PM-?

FRIDAY:

REGISTRATION OPENS AT 8:00 AM
FLEA MARKET OPENS AT 8:00 AM
HOSPITALITY ROOM 11:00 AM-5:00 PM, 7:00 PM-?
BUSCH BREWERY TOURS FROM 10:00 AM-3:00 PM
FRENCH MARKET TOURS ALL DAY
OHIO VILLAGE TOUR 1:00 PM-4:00 PM
FRIDAY MIXER STARTING AT 8:00 PM

SATURDAY:

FLEA MARKET OPENS AT 8:00 AM
HOSPITALITY ROOM: 10:00 AM-5:00 PM, 7:00 PM-?
COLUMBUS ZOO TOUR 10:00 AM-1:00 PM
LADIES LUNCHEON STARTS AT 11:30 AM
EXHIBITION AND JUDGING OF CARS: 12:00 Noon
BANQUET AND AWARDS CEREMONY: Cocktails at 6:30 PM
Dinner at 7:00 PM, Awards at 9:00 PM
CHILDREN'S PARTY 6:00 PM-9:00 PM

SUNDAY:

GENERAL MEETING 9:00 AM

No Charge for French Market and Busch Brewery Tours. Ohio Village Tours \$1.00 per person. Zoo Tours—\$1.75 per adult. The Zoo Tour and Children's Party will be well supervised. We have no age limit on the children's events.

Dear Dave,

I am writing this note to you to express my appreciation for the time and energy you expend to form the Newsletter for all the members.

At this time I am restoring a 1938, 41 and the process is going rather slow. There are numerous reasons for the slow production. The number one reason is because of the lack of time. Number two is the lack of funds and number three is I just recently got married. Our Wedding Vehicles were a 1938/41 with Sidemounts and a 1938/41 Special, which were provided by the Buick Club.

I purchased my Buick in August 1982 and began in rapid haste to get the car ready for the body shop. The car has been striped to the bare chassis and sheetmetal. It's at a friends Body Shop in Congers New York where the necessary Metal work is presently being done and all of the old lead joints have been replaced. Over the summer months I hope to do the necessary engine work.

I don't have a story for you to print, but I did want to get in touch just to let you know your work on the Newsletter is appreciated. Keep up the good work, hope to talk again in the future.

Sincerely,

Edward Hallahan #367

Thanks for the letter Ed..It's nice to just get a few words of encouragement from the members now and then. Congratulatlons on your recent wedding !

Dave

LADIES ONLY ! (I Hope)

Dear Dave,

I've been thinking about trying to get together a "Swap & Sell" group through the Newsletter for 1937 and 1938 Clothes Patterns. (Mens, Womens & Childrens) I collect old patterns in general & usually find them at Flea Markets. People who do sew would have a fantastic source for "Old" new clothes through this source. Finding original clothing in Antique stores is very difficult & expensive. We would definitely have more variety in fabrics & sizes. Let me know what you think

Jerrie Hall #226

Dear Jerrie,

This is an area I would think the wives would better equipped to answer than I would. My wife thinks your idea is super. She wants to get us the clothing to wear when we show our car. She is not much of a seamstress, but is interested in the idea. She went to the local library and very easily got several copies of "Life Magazine" from 1937, which shows all the fashions for the period. Believe it or not.. Bob James #371 recently sent me the current issue of the "Accelerator", which is the Newsletter for the McLaughlin Buick Club of Canada. In that issue they have a two page article on the Fashions for 1937. I am putting one page of it in this Newsletter to see if the ladies are interested in your project. If anyone is interested in starting a project please let me know and I will work out the details with Jerrie. This sounds like something the ladies might enjoy rather than working on our Buicks, but who knows....Lets hear what you all think

Dave



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fun, soft and cool looking with
under bodice of rayon crepe. Full
billowy sleeves, shirted at the top!
Attached skirt is our best Pebble
Crepe woven of fine Celanese yarns,
preferred by most to silk.

Misses Sizes: 14-16-18-20.
To Fit Bust: 32-34-36-38 in.
Lengths: 48-49-40-49 in.
State actual bust measure and color.

31 L 3210—Navy Blue, Powder
Blue or Coral Rose.

Shipping weight, 1 lb. 6 oz.

a finer quality Pebble Crepe of rich
Celanese yarns, lavishly trimmed
with lacy hand drawn work across
the front and back yoke, and down
the full length of the sleeves! Collar
ties in youthful becoming bow, with
ends tipped with novelty pendant!
Looks like a very expensive dress.

Sizes: 34-36-38-40-42-44 Bust.
Lengths: 49-49-49-49-49 in.

State actual bust measure and color.
31 L 3215—Navy, Raspberry (Rose
Wine) or Powder Blue.

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You'll Look Your Prettiest in This!

It's an enchanting young fashion! It's made with a little
high rolled collar and clips; double flare shoulder sleeves,
soft shirring at the throat and V front. Fabric will stand a
lot of partying and dancing in—a rich Pebble Crepe of
fine Celanese yarns. See and feel the quality in actual
sample on page 304. State size and color. Shpg. wt., 1 lb. 4 oz.

Misses Sizes: 14-16-18-20.
To Fit Bust: 32-34-36-38 inches.
Lengths: 33-34-34-34 inches.

31 L 3220—National Blue, Aqua Blue, or Coral Rose.

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dress will be the
center of all eyes!
It's a glamorous af-
fair made high at the throat and
long at the ankle, with a flattering
double collar, two self-material flour-
ers, and soft shirred front yoke!
Sleeves are full and long! Lines
follow the figure! Our best Pebble
Crepe! Woven of Celanese yarns!
State bust measure and color.
Misses' Sizes: 14-16-18-20.
To Fit Bust: 32-34-36-38 in.
Lengths: 33-34-34-34 in.
31 L 3225—White, Powder Blue or
Coral Rose.
Shipping weight, 1 lb. 4 oz.

1937

Below is an article that was sent to me by Albert Quandt #151. This was run in their local paper about Albert and his family. I thought it was very interesting and shows an excellent means of dealing with the youth today. Thanks Al and I think you are doing a fine job. P.S...Too bad the boys covered up that Buick and left all those nasty Chevs hanging out front...

Dave

x Dave



Quandt family and a sampling of their auto collection ... From left, Roger, 24; Tom, 22; Dave, 31; Quandt, 55; Brian, 15; Steve, 27.

Kevin Collison/World-Herald

Dad's Cars Kept Teens Out of Trouble

When Albert "Smokey" Quandt's oldest sons hit their teen-age years in the late 1960s, their father came up with an automotive idea to steer them from trouble.

"When they get to be 15 or 16 it's so easy to go the wrong way, and this was something they could do," the Omahan said.

He bought the boys a pair of cars to work on. After the cars were fixed up, the boys sold them and bought others.

More sons came of age. More cars were restored.

With five sons in all, the street in front of the Quandt home at 410 S. 111th St. is an old-car revival meeting nowadays.

On a recent Saturday, two sons were hosing off a newly purchased 1960 Buick Electra. Across the street, an orange 1955 Chevrolet Nomad gleamed on a neighbor's driveway. An immaculate 1938 Buick occupied a curb spot, with a 1964 Chevrolet Impala SS parked behind it.

On the Quandt drive sat a partially restored 1955 Chevy, and inside the garage was a dismantled 1949 Buick Roadmaster. More cars were in the works in a backyard garage or at sons' homes.

A horn beep up the street heralded 27-year-old son Steve in another shiny Nomad.

In all, the Quandt clan owns three of the Chevrolet station wagons from the years 1955 to 1957.

Quandt's theory on channeling adolescent behavior was a winner, at least for his family.

"It occupies the boys' free time," said the denim-overalled patriarch. "They'd be occupied until late hours and I could go down and give them what advice I could. We all had a lot of fun and now our daughters-in-law are awfully good at it, too."

He is now a 55-year-old grandfather and the male tradition is continuing — except for one new granddaughter. "The whole family gets involved, even the little guys," he said. "We'll give them some sandpaper and show them what to do."

The family's love affair with Nomads began on a hunting trip near Osceola, Neb., in 1976.

"We were out pheasant hunting when I saw a Nomad across the field by a barn," said Dave, the oldest son at 31. "I had to find out about it. The farmer wanted to sell it cheap enough, but I

didn't have enough money."

"I talked the brothers into it, but all the way back to town they kept saying we got gypped. They found out different."

The car won top honors at a National Nomad Club convention in Colorado Springs earlier this year. The next convention of the club will be in Omaha in July.

An estimated 150 cars have passed through the hands of senior Quandt and four sons through the years. The youngest, Brian, is 15 and awaiting his first vehicle.

"We're very pro-American," said Roger, 24. "We've never had a foreign car."

Beaming at the flock of sons, grandchildren and daughters-in-laws gathered in his living room, Quandt summed up his satisfaction with the plan.

"You'd be surprised at the interest that can be generated in a family. When you combine this whole thing, it just makes a beautiful picture."

Leaning against a nearby wall, Mrs. Quandt added, "It makes for a lot of greasy clothes and dirt, though. You need to keep a good washing machine."



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FIRST ANNUAL 1937/1938 BUICK NATIONAL CAR SHOW AND SWAP MEET AUGUST 12TH & 13TH, 1983



INDIANAPOLIS HOLIDAY INN NORTH

Make Room Reservations Directly with Motel . . .

HOLIDAY INN NORTH

3850 DePauw Blvd.
Indianapolis, IND. 46268
Ph. 317-872-9790

Mention . . . 37/38 Buick
National Meet . . . for Special
\$56 double Room Rate.
Holidome has indoor pool,
sauna, Jacuzzi, pool tables

SCHEDULE OF EVENTS

FRIDAY AUGUST 12, 1983

10:00 A.M. to 12:00 P.M. . . . Registrations
1:00. Leave on tour to Indianapolis Motor
Speedway and visit Speedway Race and
Antique Car Museum at the infield of the
Indianapolis 500 track.
5:30 . . . Return to motel
8:00 till 11:00 . . . Informal get together
(cash bar)

SATURDAY AUGUST 13, 1983

9:00 A.M. to 4:00 P.M. . . . Car Show and Swap
Meet
9:00 A.M. to 11:00 A.M. . . . Registrations
1:00 to 3:00 P.M. Judging of Cars
7:30 P.M. Awards Banquet and Business
Meeting (Prime Rib)

AWARDS

FIRST, SECOND AND THIRD PLACE AWARD FOR 1937 BUICK
FIRST, SECOND AND THIRD PLACE AWARD FOR 1938 BUICK
BEST OF SHOW AWARD

All Cars Entered Will Receive a Dash Plaque With Our New Club Emblem
Award For The Car Entered From The Farthest Point East and West of Indianapolis

ENTRY FORM

Send all entry forms to:

JOHN STEED #132 (SHOW CHAIRMAN)
6274 Bluff Acres Dr.
GREENWOOD, IND 46142

Name _____

Club Number _____

City _____

State _____ Zip _____

Home Phone _____

Year of car _____ Model _____

☐ I WILL HELP JUDGE

NUMBER

_____ CARS TO BE SHOWN \$ _____
\$12.00 ea. (\$15.00 After
July 15th)

_____ BANQUET TICKETS _____
\$17.00 ea. (None Available
after Aug 1st)

_____ *SWAP SPACE \$10.00 _____
(\$15.00 After July 15th)

TOTAL ENCLOSED \$ _____

*SWAP SPACES ARE NOT LIMITED TO SIZE
. . . PARTS SALES ARE LIMITED TO 1937 and
1938 PARTS, PLEASE . . . NO EXCEPTIONS.

INFORMATION

JOHN STEED #132 SHOW CHAIRMAN
317-888-0876 EVENINGS

DOUG BECKER #96 CO-CHAIRMAN
317-881-4136 EVENINGS



PROUD 1938 OWNER

Ed Doucette's 1938 4419-41X (Export R/Hand Drive)
Member #220

Dear Dave,

Yes I know the Running Board Covers are wrong and the Sidemounts are not mounted, but please read on and maybe you will find it in your heart to forgive me.

About my address..It is actually Clark Air Force Base, Republic of the Philippines. I am a civilian contract employee here. I have been here since 1965. Around 1968 I was driving in Manila and through the congestion I saw to my surprise a 1938 Buick. I immediately suffered terminal Flashback..Having had three different 1938 Buicks during the 1953 to 59 time period. Two Specials and one Century.

The Specials were really great cars, but the Century blew the doors off of everything in sight, including a bunch of Olds 88's and modified Fords, Mercs, Etc.. I was then blown away by a 1941 Century with compound Carbs.

I then went to the drawing board, installed a 1941 Dual Carb manifold with Holley Carbs (I think they were Hollys, took them off of Fords at the local junk yard). I then went back and blew the 41 away. I did this also with one of the Specials. It really improved it's performance.

Well so much for reminiscence of the past. I lost the Buick in the traffic, but swore I would find it again.

Needless to say that was not very easy. About two years later, under the same circumstances, I spotted another 1938. A yellow one this time. It too was lost in the traffic. I asked, begged and offered rewards for the whereabouts of either Buick, but no luck.

It happened again. Going the opposite way in heavy traffic I spotted another 1938. A maroon job this time. By this time I was convinced the Republic of the Philippines was virtually overrun with 1938 Buicks, but I lost this one in traffic also.

For the next eight years I stumbled along with occasional reminders to myself to track down one of those cars. Around 1979 there was a car show in Manila sponsored by the Vintage Car Club of the Philippines. I started talking to some of the members and they asked me to join.

Well at the 1st meeting I attended I made my desire for 1938 Buicks well known. At the second meeting a member came to me and said he thought he knew of one and that it may be for sale.

The following day I contacted the owner. He said that it was for sale, but wanted a pretty stiff price for it. All cars in the Philippines that have four doors and are over six years old seem to have belonged to the 1st President of the Republic. Any way he was positive he had Manuel Quezons car.

We bargained for about two days and finally agreed on a price. It was a bit high, but I had been looking for 11 years and figured " What the Hell" the wife & Kids will love it.

The Car was in about a 3-4 condition when I towed it out of the guys drive way, where it had sat since 1972. It was the maroon one I had seen previously.

After peeling off 4 upholstery jobs I found the original seat covering material, and using some 400 sand paper I sanded a spot down to bare metal. I discovered that I also owned the yellow Buick and the Black one. All of the research I have done since indicates this is the only 1938 Buick in the Philippines....

Doing A ground up restoration by mail is not easy. Everything takes two weeks by 1st class mail. So when I ran across something that was needed in a hurry it took a minimum of two weeks. Seven days for mail from here to there, and if the person or company on the other end was prompt, seven days back. If the part was incorrect then you wait another two weeks to straighten out the problem. Large items take 6 to 8 weeks so its taken me 3½ years to get to where I am today, which is almost complete. I will be attending the Buick Nationals this summer to secure the final items to complete my 38

E.T. Doucette #220

PHOTO OF ED'S CAR ON FOLLOWING PAGE....SHE'S A SUPER NICE CAR

1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PROUD 1938 OWNER

E.T. DOUCETTE #220

1938 BUICK 4419-41X (EXPORT R/HAND
DRIVE)



POSTAL INFORMATION FOR PERSONS SHIPPING TO A.P.O. OR F.P.O.

SUBMITTED BY E.T. DOUCETTE
PSC 1 BOX 4738
A.P.O. S.F. 96286

A MEMBER WHO HAS SHIPPING PROBLEMS WHICH
THIS INFORMATION WILL HELP...

A.P.O. or F.P.O. Prefixes to Zip coded indicates a U.S. ARMED FORCES address outside of the United States, regardless of the city or state named. In my case A.P.O. San Francisco is actually Clark Air Force Base, Republic of the Philippines. United Parcel Service, or other private delivery services will not service A.P.O. or F.P.O. mail or packages. Only the U.S. Postal Service will handle mail or packages to A.P.O. or F.P.O.

The next problem is delivery time; First Class, or Air Mail takes 5 to 7 days. Priority Mail Parcel Post, or Air Parcel Post takes 5 to 7 days. Bulk, or Book Rate mail takes 4 to 8 weeks. Regular Parcel Post Takes 4 to 8 weeks. PLEASE USE FIRST CLASS or PRIORITY POST ONLY. Thanks , E.T. Doucette #220

1937 Buick 1938

BUICK CLUB

ANNOUNCING

INDY '83
AUGUST 12 & 13

IF YOU EVER THOUGHT YOU HAD PROBLEMS WITH YOUR BUICK...READ THIS...

Dear Dave,

My Wife was the proud owner of a 1938 Buick Opera Coupe 20 years ago while in High School. Recently she found one in our home town, but before she could purchase it, the vehicle was badly damaged in a fire. The day the wrecker was going to destroy the car we bought it. The thought of this once fine automobile being crushed was too much.

I generally finish what I start and I am very optimistic about the Buick. As you can see by the picture I have my work cut out. Membership in the Club would be most helpful and enjoyable, this being my first restoration.

Russell Malone #396

Good Luck Russell, you can do it if you put your mind to it.....



LELAND MARTINS 1937 SERIES 41
MEMBER #53

PROUD 1937 OWNER





A MEMBER SUPPORTED
NATIONAL BUICK CLUB

NEW MEMBERS

This is a listing of NEW MEMBERS & LATE RENEWALS combined...PLEASE ADD TO YOUR ROSTER

Gene Allen #165
1011 University
Helena, Montana 59601
37-46 (5)
406-443-6475
83-B

Barry Broxson #215
28255, 105th Ave. S.E.
Kent, WA 98031
37-64 (5)
206-852-4160
83-B

Wayne Chan #140
341 Verba Buena Ave.
Los Altos, CA 94022
37-48 (9)
415-948-5228
83- F/C

William M. Cozzens Jr. #254
1046 Revere Dr.
Oconomowoc, WI 53066
38-46 (8)
414-567-5169
83-B

Vernon Copeland #339
4166 Campbell
Glen Avon, CA 92509
37-47
37-46
38-46
714-681-6084
83-B

Thomas Cornwell #293
858 Burnham Ave.
Calumet City, Ill 60409
38-41 (8)
312-862-3737
83-B

Mark Davis #356
108 Haven Ave.
Staten Island, N.Y. 10306
37-41
212-351-1787
83-B

Reno B. Donofrio #395
210 Foster Park Rd.
Lorain, OH 44053
37-81 (4)
37-81 (5)
216-233-8770
83-B

Michael Eagleson #397
73 Douglas Rd.
Glen Ridge, N.J. 07028
37-80C (3)
201-748-3216
83- F/C

Phillip Elissetche #44
218-27th Ave.
San Francisco, Ca 94121
37-41 (6)
415-752-9467 (H)
415-751-9552 (W)
83-B

Mike Fusick #210
443 North Street
Windsor Locks, CT 06096
PARTS VENDOR
203-623-1589
Weekdays 9-5
83-B

Dick Green #398
Rt 2, Box P
E. 809 Third
Odessa, WA 99159
83-B

Ben Gostanian #255
5059 N. Van Ness
Fresno, CA 93711
38-66C (9)
209-435-7588
83-B

Richard Gumm #211
P.O. Box 355
Reno, OH 45773
37-81 (8)
614-374-8169 (H)
614-374-6746 (W)
83-B

John Grady #266
2155 Calabazas Blvd.
Santa Clara, CA 95051
37-41 (5)
37-80 (5)
408-244-3380
83-B

Jerry Hall #226
192 Acorn Lane
Libertyville, Ill 60048
37-68 (8)
312-680-9528
83-B

Brian Hamilton #394
P.O. Box 914
Seahurst, WA 98062
38-41 (8)
206-204-2868
83-B

Jerry Hamilton #150
12206 Beauregard
Houston, TX 77024
37-47 (5)
713-465-6710
83-B



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

NEW MEMBERS

This is a listing of NEW MEMBERS & LATE RENEWALS combined...PLEASE ADD TO YOUR ROSTER..

Ralph Jones #216
P.O. Box 75
Rayland, OH 43943
38-41 (8)
614-859-2246
83-B

Tom Jones #228
2941 Old Wharf Rd.
Suffolk, VA 23435
38-46C (10)
804-484-5232 (H)
804-857-0161 (W)
83-B

Robt. Krasky #349
9 Bardwell Lane
Huntington, N.Y. 11743
37-41 (8)
516-421-0803
83-F/C

Ed Lappin #259
13800 W. 7th Ave.
Golden, CO 80401
38-61 (8)
303-238-4429 (H)
303-277-6184 (O)
83-B

Fred V. Legler, Jr #290
2405 N.E. 92nd Ave.
Portland, OR 97220
38-46 (5)
503-254-4916 (H)
503-221-2661 (W)
83-B

Gerard Landry #263
34 Goodhue Ave.
Chicopee, MA 01020
38-46S (10)
413-592-5088
83-B

Russell Malone #396
3445 Capella Lane
Alameda, CA 94501
38-46S (1)
83-B

Francis O. McKemie #70
104 Maple Dr.
Cartersville, GA 30120
37-66C (8)
No Phone
83-B

Karl Nickoloff #77
3209 South Avenue
Niagara Falls, N.Y. 14305
37-41 (4)
716-297-5625
83-B

J.M. Oropeza #400
611 Daffodil
McAllen, TX 78501
37-41 (8)
83-B

Tony Romero #172
48 Pine Street
Bondsville, MA 01009
37-46C (9)
38-46 (7)
413-283-7290 (H)
413-283-7271 (W)
83-B

Bob Ross #128
12528 Pacino St.
Cerritos, CA 90701
37-47 (8)
213-860-5686
83-F/C

Howard D. Robertson #399
G9312 E. Bristol Rd
Davison, MI 48423
38-40 (7)
313-653-6500
83-B

Jack Shriver #171
1821 Albright Dr.
Clearwater, FL 33575
38-41 (3 Cars)
813-799-3923 (H)
813-584-8176-X-239 (W)
83-B

Richard Tulowitzky #393
9502 Van Buren St.
Seabrook, MD 20706
38-40 (5)
301-459-7961 (H)
301-459-8322 (W)
83-B

Mike Trombetta #307
1050 Alamoana Blvd.
Honolulu, Hawaii 96814
37-81F (10)
38-41 (7)
808-735-2943
83 F/C

Leonardo Velarde Jr. #40
2231 Lynbrook Drive
Pittsburg, CA 94565
83-B

Steven Zlatunich #401
1390 Rainbow Dr.
San Mateo, CA 94402
38-41 (5)
415-349-2200
83-B

Paul Zimmerman #217
1806 N.W. 38 Drive
Gainesville, FL 32605
38-40 (5)
904-372-1344
83-B



SWAP N' SELL NEWS BULLETIN
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ADDRESS CORRECTION REQUESTED



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